

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

65

Northampton County
Town of Cape Charles
Town of Cheriton
Town of Eastville
Town of Exmore
Town of Nassawadox

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Northampton Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northampton County																
13	Chesapeake Bay Bridge	19.14	9300	G	From:	NCL Virginia Beach				F	0.074	F	0.544	9500	G	2002
					To:	65-600										
13		4.78	9700	G	From:	65-600				F	0.073	F	0.548	10000	G	2002
					To:	65-624										
13		4.56	11000	G	From:	65-624				F	0.074	F	0.557	11000	G	2002
					To:	US 13 Bus S of Cheriton										
13		1.28	13000	G	From:	US 13 Bus S of Cheriton				F	0.072	F	0.555	13000	G	2002
					To:	SWCL Cheriton										
Town of Cheriton																
13		0.07	13000	N	From:	SWCL Cheriton				N	0.072	N	0.555	13000	N	2002
					To:	S Mid CL Cheriton										
Northampton County																
13		0.29	13000	N	From:	S Mid CL Cheriton				N	0.072	N	0.555	13000	N	2002
					To:	N Mid CL Cheriton										
Town of Cheriton																
13		0.07	13000	N	From:	N Mid CL Cheriton				N	0.072	N	0.555	13000	N	2002
					To:	US 13 Bus N of Cheriton										
13		0.48	12000	G	From:	US 13 Bus N of Cheriton				F	0.071	F	0.555	13000	G	2002
					To:	NCL Cheriton										
Northampton County																
13		2.73	12000	N	From:	NCL Cheriton				N	0.071	N	0.555	13000	N	2002
					To:	US 13 Bus S of Eastville										
13		1.06	14000	G	From:	US 13 Bus S of Eastville				F	0.072	F	0.517	14000	G	2002
					To:	SCL Eastville										
Town of Eastville																
13		0.24	14000	N	From:	SCL Eastville				N	0.072	N	0.517	14000	N	2002
					To:	NCL Eastville										
Northampton County																
13		1.03	14000	N	From:	NCL Eastville				N	0.072	N	0.517	14000	N	2002
					To:	US 13 Bus N of Eastville										
13		2.45	13000	G	From:	US 13 Bus N of Eastville				F	0.074	F	0.533	13000	G	2002
					To:	65-628										
13		3.29	13000	G	From:	65-628				F	0.073	F	0.514	14000	G	2002
					To:	65-620										
13		2.41	14000	G	From:	65-620				F	0.072	F	0.515	14000	G	2002
					To:	SCL Nassawadox										
Town of Nassawadox																
13		0.85	14000	N	From:	SCL Nassawadox				N	0.072	N	0.515	14000	N	2002
					To:	65-678										
13		0.13	16000	G	From:	65-678				F	0.074	F	0.541	17000	G	2002
					To:	NCL Nassawadox										
Northampton County																
13		2.63	16000	N	From:	NCL Nassawadox				N	0.074	N	0.541	17000	N	2002
					To:	US 13 Bus S of Exmore										
13		1.25	17000	G	From:	US 13 Bus S of Exmore				F	0.077	F	0.528	18000	G	2002
					To:	SCL Exmore										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Exmore																
13	0.15	17000	N	From:	SCL Exmore				N	0.077	N	0.528	18000	N	2002	
				To:	SR 183 Exmore											
13	0.73	16000	G	From:	SR 183 Exmore				F	0.077	F	0.506	16000	G	2002	
				To:	NCL Exmore											
Northampton County																
13	0.14	16000	N	From:	NCL Exmore				N	0.077	N	0.506	16000	N	2002	
				To:	US 13 Bus Exmore; 65-687											
Accomack County																
13	0.19	17000	G	From:	US 13 Bus Exmore; 65-687				F	0.079	F	0.504	17000	G	2002	
				To:	Accomack County Line											
Northampton County																
Bus 13	0.40	2300	G	From:	US 13 S of Exmore				F	0.093	F	0.5	2300	G	2002	
				To:	SCL Exmore											
Town of Exmore																
Bus 13	1.57	2300	N	From:	SCL Exmore				N	0.093	N	0.5	2300	N	2002	
				To:	NCL Exmore											
Northampton County																
Bus 13	0.17	2300	N	From:	NCL Exmore				N	0.093	N	0.5	2300	N	2002	
				To:	US 13 N of Exmore											
Bus 13	1.17	1800	G	From:	US 13 S of Eastville				F	0.108	F	0.556	1800	G	2002	
				To:	SCL Eastville											
Town of Eastville																
Bus 13	0.17	1800	N	From:	SCL Eastville				N	0.108	N	0.556	1800	N	2002	
				To:	65-631 Eastville											
Bus 13	0.19	2100	G	From:	65-631 Eastville				F	0.131	F	0.575	2100	G	2002	
				To:	NCL Eastville											
Northampton County																
Bus 13	1.18	2100	N	From:	NCL Eastville				N	0.131	N	0.575	2100	N	2002	
				To:	US 13 N of Eastville											
Bus 13	0.80	2600	G	From:	US 13 S of Cheriton				F	0.09	F	0.543	2600	G	2002	
				To:	SCL Cheriton											
Town of Cheriton																
Bus 13	0.79	2600	N	From:	SCL Cheriton				N	0.09	N	0.543	2600	N	2002	
				To:	US 13 Cheriton											
Town of Exmore																
178	0.51	2900	G	From:	US 13 Bus				F	0.092	F	0.510	2900	G	2002	
				To:	SCL Belle Haven											
Town of Belle Haven																
178	0.35	2900	N	From:	NCL Exmore				N	0.092	N	0.510	2900	N	2002	
				To:	Accomack County Line											
Northampton County																
183	6.94	1900	G	From:	65-613 Near Silver Beach				F	0.1	F	0.571	1900	G	2002	
				To:	WCL Exmore											

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						2Axle	3+Axle	1Trail	2Trail								
Town of Exmore																	
183	0.51	1500	G	From:	WCL Exmore				F	0.096	F	0.541	1500	G	2002		
				To:	US 13 Bus												
Town of Cape Charles																	
184	1.21	4100	G	From:	65-1101				F	0.09	F	0.515	4100	G	2002		
				To:	65-1105, 65-1112												
184	0.21	4100	N	From:	93%	1%	3%	1%	1%	0%	N	0.09	N	0.515	4100	N	2002
184	0.06	4100	G	From:	ECL Cape Charles				C	0.089	F	0.519	4100	G	2002		
				To:	ECL Cape Charles												
Northampton County																	
184	1.72	4100	N	From:	ECL Cape Charles				N	0.089	N	0.519	4100	N	2002		
				To:	US 13 South of Bayview												
600	0.20	48	R	From:	Dead End					NA			NA		04/17/2001		
				To:	US 13												
600	1.55	140	R	From:						NA			NA		04/17/2001		
				To:	65-718												
600	1.35	340	R	From:						NA			NA		04/17/2001		
				To:	65-645												
600	2.05	510	G	From:	92%	2%	3%	0%	3%	0%	F	0.11	F	0.546	500	G	2002
				To:	65-624												
600	3.05	330	R	From:						NA			NA		04/17/2001		
				To:	65-643												
600	1.30	440	R	From:						NA			NA		04/17/2001		
				To:	65-642												
600	1.90	530	G	From:	92%	2%	3%	0%	3%	0%	F	0.094	F	0.552	530	G	2002
				To:	65-639 WEST												
600	1.50	640	G	From:	65-639 EAST				F	0.103	F	0.554	630	G	2002		
				To:	65-636												
600	3.10	320	R	From:						NA			NA		1999		
				To:	65-631												
600	2.29	360	G	From:	92%	2%	3%	0%	3%	0%	C	0.131	F	0.51	360	G	2002
				To:	65-630												
600	1.13	230	R	From:						NA			NA		04/19/2001		
				To:	65-628												
600	1.40	180	R	From:						NA			NA		04/19/2001		
				To:	65-627												
600	1.76	390	R	From:						NA			NA		04/19/2001		
				To:	65-622												
600	1.26	380	R	From:						NA			NA		04/19/2001		
				To:	65-620 SOUTH												
600	1.30	410	R	From:						NA			NA		04/19/2001		
				To:	65-617												
600	1.38	460	R	From:						NA			NA		04/19/2001		
				To:	65-609												
Town of Nassawadox																	
600	0.29	960	R	From:	65-609					NA			NA		04/19/2001		
				To:	65-606												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Nassawadox																
600	0.20	870	G	From:	65-606				C	0.103	F	0.58	870	G	2002	
				To:	65-608											
Northampton County																
600	3.25	750	G	From:	65-608				F	0.105	F	0.509	750	G	2002	
				To:	65-604											
600	2.25	850	G	From:	96% 2% 1% 0% 1% 0%				F	0.118	F	0.584	850	G	2002	
				To:	Accomack County Line											
601	0.56	280	R	From:	01-601				NA			NA		04/19/2001		
				To:	65-600											
602	1.14	620	R	From:	SR 183				NA			NA		04/24/2001		
				To:	WCL BELLE HAVEN											
Town of Belle Haven																
602	0.06	570	R	From:	WCL BELLE HAVEN				NA			NA		04/24/2001		
				To:	01-602											
Northampton County																
603	0.10	20	R	From:	Dead End				NA			NA		04/24/2001		
				To:	65-1203											
603	0.70	110	R	From:					NA			NA		04/26/2001		
				To:	65-660											
603 Willis Wharf Rd	0.40	1100	G	From:	95% 1% 2% 0% 2% 0%				F	0.091	F	0.550	1100	G	2002	
				To:	65-1201											
603	0.85	1200	G	From:	95% 1% 2% 0% 2% 0%				C	0.092	F	0.539	1200	G	2002	
				To:	ECL Exmore											
Town of Exmore																
603	0.36	2100	G	From:	ECL Exmore				F	0.087	F	0.527	2100	G	2002	
				To:	US 13 BUS											
Northampton County																
604	0.20	870	G	From:	65-618				F	0.098	F	0.595	870	G	2002	
				To:	US 13 BUS											
604	0.60	1100	G	From:	95% 0% 2% 0% 2% 0%				C	0.091	F	0.51	1100	G	2002	
				To:	65-600											
605	1.30	140	R	From:	65-606				NA			NA		04/25/2001		
				To:	65-618 NORTH											
605	0.70	270	R	From:	65-618 SOUTH				NA			NA		04/25/2001		
				To:	US 13											
Town of Nassawadox																
606	0.20	1100	G	From:	65-600				F	0.084	F	0.657	1100	G	2002	
				To:	US 13											
606	0.58	1700	G	From:	96% 0% 2% 0% 1% 0%				C	0.081	F	0.578	1700	G	2002	
				To:	WCL NASSAWADOX											
Northampton County																
606	0.19	1500	G	From:	WCL NASSAWADOX				F	0.084	F	0.547	1500	G	2002	
				To:	65-618											
606	0.60	470	R	From:					NA			NA		04/25/2001		
				To:	65-610											

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						2Axle	3+Axle	1Trail	2Trail								
Northampton County																	
(606)	1.30	370	R	From	65-610						NA			NA		04/25/2001	
(606)	1.20	470	R	To	65-605						NA			NA		04/25/2001	
(606)	1.20	470	R	From	65-607 NORTH						NA			NA		04/25/2001	
(606)	1.00	260	R	To	SR 183 WEST SR 183 EAST						NA			NA		04/25/2001	
(606)				From	Dead End												
(607)	1.60	70	R	To	Dead End						NA			NA		04/25/2001	
(607)	2.20	110	R	From	65-606 SOUTH 65-606 NORTH						NA			NA		04/25/2001	
(607)				To	65-618												
(608)	1.20	90	R	From	65-600						NA			NA		04/19/2001	
(608)				To	Dead End												
(609)	2.45	220	R	From	Dead End						NA			NA		04/25/2001	
(609)	0.65	860	R	To	65-618 WEST 65-618						NA			NA		04/25/2001	
(609)				To	WCL NASSAWADOX												
Town of Nassawadox																	
(609)	0.15	430	R	From	WCL NASSAWADOX						NA			NA		04/25/2001	
(609)	0.17	1600	G	To	65-681					F	0.093	F	0.612	1600	G	2002	
(609)	0.16	1600	G	From	65-619					C	0.086	F	0.563	1600	G	2002	
(609)	0.17	140	R	To	US 13						NA			NA		04/25/2001	
(609)				From	65-600												
Northampton County																	
(610)	0.50	190	R	From	65-609						NA			NA		04/25/2001	
(610)				To	65-606												
(611)	1.30	400	R	From	SR 183						NA			NA		04/25/2001	
(611)				To	Dead End												
(612)	2.00	80	R	From	Dead End						NA			NA		04/25/2001	
(612)				To	65-611												
(613)	0.01	30	R	From	Dead End						NA			NA		04/25/2001	
(613)	0.05	40	R	To	65-651						NA			NA		04/25/2001	
(613)	0.53	220	R	From	65-677 WEST 65-677 SOUTH						NA			NA		04/25/2001	
(613)				To	65-677; 65-711 65-677; 65- 711												
(613)	1.91	620	G	From	91%	2%	2%	2%	4%	0%	C	0.095	F	0.621	620	G	2002
(613)				To	SR 183												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
(614)	0.45	40	R	From:	Dead End						NA			NA		04/25/2001
(614)	0.80	90	R	To:	65-702						NA			NA		04/25/2001
				From:	SR 183											
(615)	2.50	20	R	To:	Dead End						NA			NA		04/25/2001
				From:	SR 183											
(616)	0.50	48	R	To:	65-618						NA			NA		04/26/2001
				From:	Dead End											
(617)	2.00	290	R	To:	Dead End						NA			NA		04/26/2001
(617)	0.72	380	R	From:	65-679						NA			NA		04/26/2001
(617)	1.63	540	G	To:	65-618					C	0.09	F	0.569	540	G	2002
				From:	US 13											
(617)	0.89	200	R	To:	65-600						NA			NA		04/19/2001
(617)	0.99	130	R	From:	Dead End						NA			NA		04/19/2001
				To:	US 13											
(618)	0.41	310	R	To:	65-627						NA			NA		04/26/2001
(618)	1.56	180	R	From:	65-622 SOUTH						NA			NA		04/26/2001
(618)	1.46	140	R	To:	65-620						NA			NA		04/26/2001
(618)	0.94	130	R	From:	65-619 SOUTH					C	0.096	F	0.506	880	G	2002
(618)	0.16	1700	R	To:	65-604						NA			NA		04/24/2001
				From:	Dead End											
(619)	3.33	350	R	To:	65-1515						NA			NA		04/26/2001
(619)	0.85	480	R	From:	65-622 WEST						NA			NA		04/26/2001
(619)	1.22	680	G	To:	65-622 EAST					C	0.099	F	0.62	680	G	2002
(619)	0.20	700	G	From:	65-695					F	0.097	F	0.650	700	G	2002
				To:	65-618 SOUTH											
(619)	1.30	220	R	From:	65-618 NORTH						NA			NA		04/26/2001
				To:	65-617 WEST											
(619)	0.96	880	R	From:	65-617 EAST						NA			NA		04/25/2001
				To:	SCL Nassawadox											
Town of Nassawadox																
(619)	0.04	890	R	From:	SCL Nassawadox						NA			NA		04/25/2001
				To:	65-609											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
620	0.80	300	R			From: 65-618					NA			NA		04/26/2001
620	0.80	280	R			To: US 13					NA			NA		04/19/2001
620	1.00	120	R			From: 65-600 SOUTH					NA			NA		04/19/2001
620	1.00	120	R			To: 65-600 NORTH					NA			NA		04/19/2001
621	1.04	40	R			From: Dead End					NA			NA		04/19/2001
621	1.04	40	R			To: 65-600					NA			NA		04/19/2001
622	1.23	30	R			From: Dead End					NA			NA		04/26/2001
622	1.58	360	R			To: 65-619 WEST					NA			NA		04/26/2001
622	1.58	360	R			From: 65-619 EAST					NA			NA		04/26/2001
622	1.01	110	R			To: 65-618 SOUTH					NA			NA		04/26/2001
622	1.01	110	R			From: 65-618 NORTH					NA			NA		04/26/2001
622	1.10	90	R			To: US 13					NA			NA		04/19/2001
622	1.10	90	R			From: 65-600					NA			NA		04/19/2001
623	1.10	47	R			To: Dead End					NA			NA		04/26/2001
623	1.10	47	R			From: 65-622					NA			NA		04/26/2001
624	0.60	160	G	94%	1%	3%	0%	1%	0%	F	0.141	F	0.565	160	G	2002
624	0.70	360	G	94%	1%	3%	0%	1%	0%	C	0.111	F	0.579	360	G	2002
624	0.80	160	R			From: 65-683 Gap Terminus					NA			NA		04/17/2001
624	0.80	160	R			To: 65-600 Gap Terminus					NA			NA		04/17/2001
625	1.00	150	R			From: Dead End					NA			NA		04/26/2001
625	1.00	150	R			To: 65-618					NA			NA		04/26/2001
625	1.00	160	R			From: US 13					NA			NA		04/19/2001
625	1.00	160	R			To: 65-600					NA			NA		04/19/2001
626	0.05	370	R			From: 65-627					NA			NA		04/19/2001
626	0.05	370	R			To: US 13					NA			NA		04/19/2001
627	0.26	430	R			From: 65-618					NA			NA		04/26/2001
627	0.26	430	R			To: US 13 SOUTH					NA			NA		04/26/2001
627	0.07	160	R			From: US 13 NORTH					NA			NA		04/19/2001
627	1.18	250	R			To: 65-626					NA			NA		04/19/2001
627	1.18	250	R			From: 65-600					NA			NA		04/19/2001
627	0.80	50	R			To: Dead End					NA			NA		04/19/2001
628	1.50	120	R			From: Dead End					NA			NA		04/26/2001
628	1.70	330	R			To: 65-664					NA			NA		04/26/2001
628	1.70	330	R			From: US 13 NORTH					NA			NA		04/26/2001

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
628	1.10	50	R	From	US 13 SOUTH						NA			NA		04/19/2001
				To	65-600											
629	1.00	160	R	From	65-600						NA			NA		04/19/2001
				To	Dead End											
630	2.80	210	R	From	Dead End						NA			NA		04/26/2001
				To	US 13 BUS; Gap Terminus											
630	1.23	130	R	From	US 13; Gap Terminus						NA			NA		04/19/2001
				To	65-600											
Town of Eastville																
631	0.43	1500	G	From	US 13 BUS					C	0.106	F	0.541	1500	G	2002
				To	US 13											
631	0.42	1000	G	From	94% 2% 3% 0% 1% 0%					F	0.1	F	0.612	1000	G	2002
				To	ECL EASTVILLE											
Northampton County																
631	0.45	760	G	From	ECL EASTVILLE					F	0.106	F	0.602	760	G	2002
				To	65-600											
631	1.00	140	R	From	65-600						NA			NA		04/18/2001
				To	Dead End											
632	0.70	30	R	From	Dead End						NA			NA		04/18/2001
				To	65-600											
633	0.30	290	R	From	Dead End						NA			NA		04/18/2001
				To	US 13 NORTH											
633	1.40	100	R	From	US 13 SOUTH						NA			NA		04/18/2001
				To	65-600											
634	3.15	150	R	From	Dead End						NA			NA		04/18/2001
				To	65-666											
634	1.20	760	G	From	88% 2% 5% 0% 5% 0%					F	0.087	F	0.557	760	G	2002
				To	65-665											
634	1.20	940	G	From	88% 2% 5% 0% 5% 0%					C	0.094	F	0.522	940	G	2002
				To	US 13 BUS											
635	0.35	250	R	From	65-611						NA			NA		04/25/2001
				To	Dead End											
636	1.60	550	G	From	US 13					C	0.095	F	0.537	540	G	2002
				To	65-600											
637	1.50	650	R	From	65-639						NA			NA		04/18/2001
				To	65-636											
Town of Cheriton																
638	0.46	380	R	From	65-639						NA			NA		04/18/2001
				To	NCL Cheriton											
Northampton County																
638	0.20	150	R	From	NCL Cheriton						NA			NA		04/18/2001
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Cheriton																
(639)	0.42	2300	G	From: 89%	To: 1%	US 13 BUS				C	0.089	F	0.53	2300	G	2002
(639)	0.26	2100	G	From: 89%	To: 1%	65-638				F	0.095	F	0.546	2100	G	2002
				From: 89%	To: 1%	ECL CHERITON										
Northampton County																
(639)	2.03	1100	G	From: 89%	To: 1%	ECL CHERITON				F	0.094	F	0.536	1100	G	2002
(639)	0.13	240	R	From: 89%	To: 1%	65-1801					NA			NA		04/18/2001
				From: 89%	To: 1%	Dead End										
(640)	0.40	60	R	From: 89%	To: 1%	Dead End					NA			NA		04/18/2001
				From: 89%	To: 1%	65-680 EAST										
(640)	0.92	70	R	From: 89%	To: 1%	65-680 WEST					NA			NA		04/18/2001
				From: 89%	To: 1%	65-663										
(641)	0.18	690	R	From: 89%	To: 1%	65-642					NA			NA		04/18/2001
(641)	0.52	160	R	From: 89%	To: 1%	SR 184					NA			NA		04/18/2001
(641)	0.56	620	R	From: 89%	To: 1%	US 13					NA			NA		04/18/2001
(641)	0.16	1500	G	From: 94%	To: 2%	US 13 BUS				C	0.081	F	0.533	1500	G	2002
(641)	0.77	420	R	From: 94%	To: 2%	65-684					NA			NA		04/18/2001
(641)	0.40	40	R	From: 94%	To: 2%	65-649					NA			NA		04/18/2001
				From: 94%	To: 2%	Dead End										
(642)	1.28	560	G	From: 90%	To: 1%	65-600				F	0.107	F	0.553	560	G	2002
				From: 90%	To: 1%	65-684 SOUTH										
(642)	0.30	1000	G	From: 90%	To: 1%	65-684 NORTH				F	0.096	F	0.579	1000	G	2002
(642)	2.29	1100	G	From: 90%	To: 1%	US 13				C	0.116	F	0.706	1100	G	2002
				From: 90%	To: 1%	65-1108										
(642)	0.17	860	G	From: 90%	To: 1%	65-1108				F	0.11	F	0.591	860	G	2002
				From: 90%	To: 1%	ECL CAPE CHARLES										
Town of Cape Charles																
(642)	0.08	910	G	From: 90%	To: 1%	ECL CAPE CHARLES				F	0.109	F	0.596	910	G	2002
(642)	0.06	180	R	From: 90%	To: 1%	SR 184					NA			NA		04/17/2001
(642)	0.06	220	R	From: 90%	To: 1%	65-1112					NA			NA		04/17/2001
(642)	0.08	200	R	From: 90%	To: 1%	65-1111					NA			NA		04/17/2001
(642)	0.07	140	R	From: 90%	To: 1%	65-1110					NA			NA		04/17/2001
(642)	0.05	120	R	From: 90%	To: 1%	65-1104					NA			NA		04/17/2001
				From: 90%	To: 1%	65-1103										

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						2Axle	3+Axle	1Trail	2Trail								
Town of Cane Charles																	
642	0.07	80	R	From	65-1103						NA			NA		04/17/2001	
				To	65-1106												
Northampton County																	
643	1.40	180	R	From	US 13						NA			NA		04/17/2001	
				To	65-600												
644	1.88	80	R	From	Cul-de-Sac						NA			NA		04/17/2001	
				To	65-645												
644	0.80	470	R	From						NA			NA		04/17/2001		
				To	US 13												
645	0.23	310	G	From	65-600					C	0.112	F	0.706	310	G	2002	
				To	US 13												
645	0.24	170	G	From	93%	2%	2%	2%	1%	0%	F	0.141	F	0.66	170	G	2002
645	3.01	470	G	From	65-704					F	0.095	F	0.520	470	G	2002	
				To	65-624												
645	0.24	380	R	From						NA			NA		04/17/2001		
				To	65-644												
646	0.90	100	R	From	Dead End					NA			NA		04/17/2001		
				To	65-645 NORTH												
646	0.74	540	G	From	65-645 SOUTH					F	0.11	F	0.553	540	G	2002	
				To	US 13												
646	0.56	540	G	From	93%	1%	3%	1%	2%	0%	C	0.091	F	0.529	540	G	2002
				To	65-600 SOUTH												
646	0.60	210	R	From	65-600 NORTH					NA			NA		04/17/2001		
				To	65-696												
647	0.30	20	R	From	Dead End					NA			NA		04/17/2001		
				To	65-646												
648	0.35	110	R	From	US 13 BUS					NA			NA		04/18/2001		
				To	US 13												
648	0.45	50	R	From						NA			NA		04/18/2001		
				To	Dead End												
649	0.40	140	R	From	65-641					NA			NA		04/17/2001		
				To	Dead End												
650	1.10	260	R	From	65-645					NA			NA		04/25/2001		
				To	65-624												
651	0.15	80	R	From	65-613					NA			NA		04/25/2001		
				To	Dead End												
652	0.23	580	R	From	US 13 BUS					NA			NA		04/25/2001		
				To	US 13												
652	1.39	720	R	From						NA			NA		04/25/2001		
				To	SR 183												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Northampton County																	
(654)	0.62	60	R	From	SR 183						NA			NA		04/24/2001	
				To	Dead End												
(655)	1.00	260	R	From	65-600						NA			NA		04/17/2001	
				To	Dead End												
(656)	0.08	50	R	From	Dead End						NA			NA		04/18/2001	
				To	65-641												
(657)	1.75	100	R	From	Dead End						NA			NA		04/26/2001	
				To	65-619												
(658)	0.35	80	R	From	Dead End						NA			NA		04/17/2001	
				To	65-683												
(659)	0.14	300	R	From	US 13 BUS						NA			NA		04/26/2001	
				To	65-630												
(660)	0.70	390	R	From	65-600						NA			NA		04/18/2001	
				To	65-603												
(661)	0.37	20	R	From	Dead End						NA			NA		04/18/2001	
				To	65-680												
(662)	0.82	30	R	From	65-600						NA			NA		04/19/2001	
				To	Dead End												
(663)	1.47	170	G	From	94%	1%	4%	0%	1%	0%	F	0.150	F	0.517	170	G	2002
(663)	0.55	400	G	From	94%	1%	4%	0%	1%	0%	C	0.118	F	0.542	400	G	2002
				To	65-680												
(664)	1.50	100	R	From	65-628						NA			NA		04/24/2001	
				To	Dead End												
(665)	1.80	70	R	From	Dead End						NA			NA		04/18/2001	
				To	Dead End												
(666)	1.75	310	R	From	65-634						NA			NA		04/18/2001	
				To	Cul-de-Sac												
(667)	0.20	140	R	From	65-642						NA			NA		04/18/2001	
				To	Dead End												
(668)	1.00	70	R	From	65-663						NA			NA		04/18/2001	
				To	Dead End												
(669)	0.40	80	R	From	Dead End						NA			NA		04/19/2001	
				To	65-600												
(670)	0.37	120	R	From	65-630						NA			NA		04/26/2001	
				To	65-659												
(671)	0.90	20	R	From	65-663						NA			NA		04/18/2001	
				To	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
672	0.70	30	R	From	Dead End						NA			NA		04/25/2001
				To	65-611											
673	0.40	50	R	From	65-600						NA			NA		04/19/2001
				To	Dead End											
674	1.25	48	R	From	Dead End						NA			NA		04/26/2001
				To	US 13											
675	0.20	50	R	From	65-636						NA			NA		04/18/2001
				To	Dead End											
676	0.60	20	R	From	Dead End						NA			NA		04/25/2001
				To	SR 183											
677	0.16	40	R	From	65-685						NA			NA		04/25/2001
				To	65-613 MID											
677	1.70	100	R	From	65-613 SOUTH						NA			NA		04/25/2001
				To	65-613 EAST											
Town of Nassawadox																
678	0.35	580	R	From	65-606						NA			NA		04/26/2001
				To	US 13											
Northampton County																
679	0.90	70	R	From	Dead End						NA			NA		04/26/2001
				To	65-617											
Town of Cheriton																
680	0.34	1000	G	From	US 13 BUS					C	0.101	F	0.505	1000	G	2002
				To	WCL Cheriton											
Northampton County																
680	0.04	1000	N	From	WCL Cheriton					N	0.101	N	0.505	1000	N	2002
				To												
680	0.96	840	G	From	US 13					F	0.108	F	0.576	840	G	2002
				To												
680	0.83	410	R	From	65-640						NA			NA		04/18/2001
				To	Dead End											
Town of Nassawadox																
681	0.50	3400	G	From	65-609					C	0.09	F	0.538	3400	G	2002
				To	65-606											
Northampton County																
682	1.10	80	R	From	Dead End						NA			NA		04/17/2001
				To	US 13											
683	0.40	720	R	From	US 13						NA			NA		04/17/2001
				To												
683	0.45	770	G	From	65-624					C	0.107	F	0.519	770	G	2002
				To	65-600											
684	0.89	390	G	From	US 13					C	0.114	F	0.636	390	G	2002
				To	65-642 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
684	1.10	980	G	From:	65-642 SOUTH				F	0.091	F	0.516	980	G	2002	
				To:	65-641											
685	0.13	90	R	From:	65-613					NA			NA		04/25/2001	
				To:	65-677											
685	0.24	20	R	From:						NA			NA		04/25/2001	
				To:	Dead End											
686	0.30	100	R	From:	Dead End					NA			NA		04/25/2001	
				To:	65-677											
Town of Belle Haven																
687	0.15	290	R	From:	SR 178					NA			NA		04/25/2001	
				To:	ECL Belle Haven											
Northampton County																
687	0.23	290	R	From:	ECL Belle Haven					NA			NA		04/25/2001	
				To:	US 13; US 13 BUS											
688	0.80	210	R	From:	65-618					NA			NA		04/25/2001	
				To:	US 13											
689	0.28	20	R	From:	Dead End					NA			NA		04/26/2001	
				To:	65-628											
690	0.50	60	R	From:	65-600					NA			NA		04/17/2001	
				To:	Dead End											
691	0.50	150	R	From:	Dead End					NA			NA		04/25/2001	
				To:	65-613											
692	1.30	80	R	From:	Dead End					NA			NA		04/25/2001	
				To:	65-606											
Town of Exmore																
693	0.03	110	R	From:	Dead End					NA			NA		04/25/2001	
				To:	SCL Belle Haven											
Town of Belle Haven																
693	0.30	110	R	From:	SCL Belle Haven					NA			NA		04/25/2001	
				To:	Dead End											
Northampton County																
694	0.10	50	R	From:	Dead End					NA			NA		04/25/2001	
				To:	65-603											
695	0.85	30	R	From:	Dead End					NA			NA		04/25/2001	
				To:	65-619											
696	0.40	120	R	From:	65-655					NA			NA		04/17/2001	
				To:	65-646											
697	0.25	120	R	From:	65-637					NA			NA		04/18/2001	
				To:	Dead End											
698	0.12	180	R	From:	Dead End					NA			NA		04/24/2001	
				To:	65-700											

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2Axle 3+Axle 1Trail 2Trail																
Northampton County																
698	0.08	250	R	From	65-700						NA			NA		04/24/2001
				To	65-652											
699	0.11	30	R	From	Dead End						NA			NA		04/19/2001
				To	65-617											
700	0.06	50	R	From	65-698						NA			NA		04/24/2001
				To	65-1042											
Town of Nassawadox																
701	0.15	46	R	From	Dead End						NA			NA		04/19/2001
				To	65-600											
Northampton County																
702	0.18	30	R	From	Dead End						NA			NA		04/25/2001
				To	65-614											
703	0.09	70	R	From	65-704						NA			NA		04/17/2001
				To	65-645											
704	0.61	120	R	From	Dead End						NA			NA		04/17/2001
				To	US 13											
705	0.70	20	R	From	65-634						NA			NA		04/18/2001
				To	Dead End											
Town of Nassawadox																
706	0.23	160	R	From	65-609						NA			NA		04/25/2001
				To	Dead End											
Northampton County																
707	0.20	20	R	From	Dead End						NA			NA		04/26/2001
				To	65-612											
708	0.43	40	R	From	65-600						NA			NA		04/18/2001
				To	Dead End											
709	0.91	40	R	From	Dead End						NA			NA		04/25/2001
				To	65-719											
709	0.23	90	R	From							NA			NA		04/25/2001
				To	SR 183											
710	0.25	50	R	From	Dead End						NA			NA		04/26/2001
				To	65-616											
711	1.00	20	R	From	Dead End						NA			NA		04/26/2001
				To	65-613; 65-677											
Town of Nassawadox																
712	0.17	70	R	From	US 13						NA			NA		04/19/2001
				To	65-600											
Northampton County																
713	1.00	170	R	From	Dead End						NA			NA		04/25/2001
				To	65-613											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Nassawadox																
714	0.24	100	R	From	Dead End						NA			NA		04/19/2001
				To	65-600											
Northampton County																
715	0.13	140	R	From	65-617						NA			NA		04/19/2001
				To	Dead End											
716	0.24	100	R	From	Dead End						NA			NA		04/17/2001
				To	65-645											
717	0.09	90	R	From	65-645						NA			NA		04/26/2001
				To	Dead End											
718	0.18	210	R	From	US 13						NA			NA		04/17/2001
				To	65-600											
719	0.77	20	R	From	Cul-de-Sac						NA			NA		04/26/2001
				To	65-724											
719	0.43	20	R	From							NA			NA		04/26/2001
				To	65-709											
720	0.62	46	R	From	65-613						NA			NA		04/26/2001
				To	65-721											
720	0.12	20	R	From							NA			NA		04/26/2001
				To	Cul-de-Sac											
721	0.06	10	R	From	Cul-de-Sac						NA			NA		04/26/2001
				To	65-720											
723	0.60	NA		From	65-00713(B)/						NA			NA		
				To	Cul-de-Sac/											
724	0.57	40	R	From	Cul-de-Sac						NA			NA		04/25/2001
				To	65-719											
Town of Nassawadox																
725	0.06	60	R	From	65-609						NA			NA		04/24/2001
				To	Cul-de-Sac											
Northampton County																
729	0.17	NA		From	Dead End/						NA			NA		
				To	65-00677(B)/											
730	0.70	40	R	From	65-600						NA			NA		04/17/2001
				To	Dead End											
740	0.51	90	R	From	65-635						NA			NA		04/25/2001
				To	Cul-de-Sac											
741	0.13	20	R	From	Cul-de-Sac						NA			NA		04/25/2001
				To	65-740											
Town of Exmore																
1001	0.06	80	R	From	65-1033						NA			NA		04/24/2001
				To	65-1009											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Exmore																
(1001)	0.05	120	R	From	65-1009						NA			NA		04/24/2001
(1001)	0.05	260	R	To	65-1010						NA			NA		04/24/2001
(1001)	0.05	330	R	From	65-1015						NA			NA		04/24/2001
(1001)	0.04	440	R	To	65-1016						NA			NA		04/24/2001
(1001)	0.06	860	R	From	65-1017						NA			NA		04/24/2001
(1001)	0.10	720	R	To	US 13 BUS						NA			NA		04/24/2001
				To	65-1002											
(1002)	0.03	330	R	From	65-603						NA			NA		04/24/2001
(1002)	0.06	390	R	To	65-1003						NA			NA		04/24/2001
(1002)	0.22	170	R	From	65-1001						NA			NA		04/24/2001
				To	US 13 BUS											
(1003)	0.06	220	R	From	US 13 BUS						NA			NA		04/24/2001
				To	65-1002											
(1004)	0.04	200	R	From	SR 183						NA			NA		04/24/2001
(1004)	0.06	200	R	To	65-1024						NA			NA		04/24/2001
(1004)	0.10	170	R	From	65-1030						NA			NA		04/24/2001
(1004)	0.18	180	R	To	65-1031						NA			NA		04/24/2001
(1004)	0.04	10	R	From	65-1028						NA			NA		04/24/2001
				To	Dead End											
(1005)	0.09	100	R	From	65-603						NA			NA		04/24/2001
				To	65-1007											
(1006)	0.09	180	R	From	65-603						NA			NA		04/24/2001
(1006)	0.10	90	R	To	65-1007						NA			NA		04/24/2001
				To	65-1034											
(1007)	0.08	40	R	From	65-1011						NA			NA		04/24/2001
(1007)	0.07	30	R	To	65-1005						NA			NA		04/24/2001
				To	65-1006											
(1008)	0.15	180	R	From	65-1010						NA			NA		04/10/2001
				To	65-1017											
(1009)	0.07	70	R	From	65-1014						NA			NA		04/10/2001
				To	65-1001											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Exmore																
(1009)	0.09	100	R	From	65-1001						NA			NA		04/10/2001
(1009)	0.06	170	R	To	SR 183						NA			NA		04/10/2001
(1009)	0.10	150	R	From	65-1030						NA			NA		04/10/2001
(1009)	0.03	30	R	To	65-1031						NA			NA		04/10/2001
				From	Dead End											
(1010)	0.05	40	R	From	65-1045						NA			NA		04/10/2001
(1010)	0.07	70	R	To	65-1026						NA			NA		04/10/2001
(1010)	0.07	130	R	To	65-1008						NA			NA		04/10/2001
(1010)	0.07	150	R	To	65-1014						NA			NA		04/10/2001
				To	65-1001											
(1011)	0.09	1100	R	From	65-603						NA			NA		04/10/2001
(1011)	0.39	280	R	To	65-1007						NA			NA		04/10/2001
				To	Dead End											
(1012)	0.09	190	R	From	SR 183						NA			NA		04/10/2001
				To	Dead End											
(1014)	0.05	40	R	From	65-1009						NA			NA		04/10/2001
(1014)	0.06	120	R	From	65-1010						NA			NA		04/10/2001
(1014)	0.05	160	R	To	65-1015						NA			NA		04/10/2001
(1014)	0.04	160	R	To	65-1016						NA			NA		04/10/2001
				To	65-1017											
(1015)	0.08	45	R	From	65-1014						NA			NA		04/10/2001
				To	65-1001											
(1016)	0.08	100	R	From	65-1014						NA			NA		04/10/2001
				To	65-1001											
(1017)	0.15	320	R	From	65-1043						NA			NA		04/10/2001
(1017)	0.25	870	R	To	65-1027						NA			NA		04/10/2001
				To	65-1001											
(1018)	0.11	250	R	From	US 13 BUS						NA			NA		04/10/2001
				To	65-1023											
(1019)	0.04	220	R	From	US 13 BUS						NA			NA		04/10/2001
				To	ECL EXMORE											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Northampton County																
1019	0.09	30	R	From:	ECL EXMORE						NA			NA		04/10/2001
				To:	Dead End											
1021	0.04	560	R	From:	65-1040						NA			NA		04/10/2001
				To:	SCL EXMORE											
Town of Exmore																
1021	0.15	570	R	From:	SCL EXMORE						NA			NA		04/10/2001
				To:	SR 183											
1022	0.06	60	R	From:	Dead End						NA			NA		04/10/2001
				To:	SR 183											
1023	0.05	140	R	From:	65-1024						NA			NA		04/10/2001
				To:	65-1018											
1023	0.09	120	R	From:	65-1025						NA			NA		04/10/2001
				To:	65-1025											
1023	0.19	90	R	From:	65-1032						NA			NA		04/10/2001
				To:	NCL EXMORE											
1024	0.08	150	R	From:	65-1004						NA			NA		04/10/2001
				To:	US 13 BUS											
1024	0.11	160	R	From:	65-1023						NA			NA		04/10/2001
				To:	Dead End											
1025	0.06	6	R	From:	Dead End						NA			NA		04/10/2001
				To:	65-1039											
1025	0.03	120	R	From:	US 13 BUS						NA			NA		04/10/2001
				To:	65-1023											
1025	0.09	40	R	From:	Dead End						NA			NA		04/10/2001
				To:	65-1010											
1026	0.11	220	R	From:	65-1044						NA			NA		04/10/2001
				To:	65-1017											
1027	0.09	820	R	From:	65-1017						NA			NA		04/10/2001
				To:	US 13 BUS											
1028	0.08	140	R	From:	65-1004						NA			NA		04/12/2001
				To:	SR 178											
1029	0.04	100	R	From:	Dead End						NA			NA		04/12/2001
				To:	US 13 BUS											
1030	0.09	100	R	From:	65-1009						NA			NA		04/12/2001
				To:	65-1004											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Exmore																
1030	0.08	60	R	From	65-1004						NA			NA		04/12/2001
				To	SR 178											
1031	0.07	130	R	From	65-1009						NA			NA		04/12/2001
				To	65-1004											
1031	0.08	160	R	From	65-1004						NA			NA		04/12/2001
				To	SR 178											
1032	0.09	170	R	From	65-1023						NA			NA		04/12/2001
				To	US 13 BUS											
1032	0.03	20	R	From	65-1039						NA			NA		04/12/2001
				To												
1033	0.07	30	R	From	WCL EXMORE						NA			NA		04/12/2001
				To	65-1001											
1033	0.09	50	R	From	SR 183						NA			NA		04/12/2001
				To												
1034	0.06	50	R	From	65-1035						NA			NA		04/12/2001
				To	65-1006											
1035	0.06	60	R	From	65-1034						NA			NA		04/12/2001
				To	65-1036											
1036	0.08	70	R	From	Dead End						NA			NA		04/12/2001
				To	65-1035											
1037	0.24	100	R	From	SR 178						NA			NA		09/18/2001
				To	US 13											
1038	0.05	130	R	From	Dead End						NA			NA		09/18/2001
				To	65-1039											
1038	0.03	30	R	From	US 13 BUS						NA			NA		09/18/2001
				To												
1039	0.13	520	R	From	SR 178						NA			NA		09/18/2001
				To	65-1025											
1039	0.16	30	R	From	Dead End						NA			NA		09/18/2001
				To												
Northampton County																
1040	0.04	220	R	From	65-1041						NA			NA		09/18/2001
				To	65-1021											
1041	0.07	100	R	From	65-1040						NA			NA		09/18/2001
				To	SCL EXMORE											
Town of Exmore																
1041	0.04	30	R	From	SCL EXMORE						NA			NA		09/18/2001
				To	Dead End											
Northampton County																
1042	0.06	310	R	From	65-700						NA			NA		09/18/2001
				To	65-652											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Northampton County																
1042	0.22	610	R	From:	65-652						NA			NA		09/18/2001
				To:	SCL Exmore											
Town of Exmore																
1042	0.21	610	R	From:	SCL Exmore						NA			NA		09/18/2001
				To:	US 13 BUS											
Northampton County																
1043	0.15	1300	R	From:	US 13						NA			NA		09/18/2001
				To:	WCL Exmore											
Town of Exmore																
1043	0.14	1300	R	From:	WCL Exmore						NA			NA		09/18/2001
				To:	65-1017											
1043	0.08	750	R	From:	65-1017						NA			NA		09/18/2001
				To:	US 13 BUS											
1044	0.05	150	R	From:	65-1045						NA			NA		09/18/2001
				To:	65-1026											
1045	0.10	40	R	From:	65-1010						NA			NA		09/18/2001
				To:	65-1044											
1046	0.20	50	R	From:	65-1011 SW						NA			NA		09/18/2001
				To:	65-1011 NW											
Town of Cape Charles																
1101	0.06	780	R	From:	SR 184						NA			NA		09/18/2001
				To:	65-1112											
1101	0.06	530	R	From:	65-1112						NA			NA		09/18/2001
				To:	65-1111											
1101	0.06	210	R	From:	65-1111						NA			NA		09/18/2001
				To:	65-1110											
1101	0.07	60	R	From:	65-1110						NA			NA		09/18/2001
				To:	65-1104											
1101	0.06	90	R	From:	65-1104						NA			NA		09/18/2001
				To:	65-1103											
1101	0.06	170	R	From:	65-1103						NA			NA		09/18/2001
				To:	SR 184; 65-1106											
1102	0.05	1400	R	From:	SR 184						NA			NA		09/18/2001
				To:	65-1112											
1102	0.06	920	R	From:	65-1112						NA			NA		09/18/2001
				To:	65-1111											
1102	0.06	330	R	From:	65-1111						NA			NA		09/18/2001
				To:	65-1110											
1102	0.03	420	R	From:	65-1110						NA			NA		09/18/2001
				To:	65-1115											
1102	0.03	510	R	From:	65-1115						NA			NA		09/18/2001
				To:	65-1104											
1102	0.06	90	R	From:	65-1104						NA			NA		09/18/2001
				To:	65-1103											
1102	0.06	140	R	From:	65-1103						NA			NA		09/18/2001
				To:	65-1106											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Cane Charles																
(1103)	0.05	210	R	From:	SR 184						NA			NA		09/18/2001
(1103)	0.02	200	R	To:	65-1107						NA			NA		09/18/2001
(1103)	0.13	190	R	From:	65-1101						NA			NA		09/18/2001
(1103)	0.05	310	R	To:	65-1102						NA			NA		09/18/2001
(1103)	0.06	500	R	From:	65-1109						NA			NA		09/18/2001
(1103)	0.12	460	R	To:	65-1113						NA			NA		09/18/2001
(1103)	0.12	860	R	From:	65-642						NA			NA		09/18/2001
				To:	65-1105											
(1104)	0.05	170	R	From:	SR 184						NA			NA		09/19/2001
(1104)	0.04	160	R	To:	65-1107						NA			NA		09/19/2001
(1104)	0.13	270	R	From:	65-1101						NA			NA		09/19/2001
(1104)	0.06	430	R	To:	65-1102						NA			NA		09/19/2001
(1104)	0.07	320	R	From:	65-1109						NA			NA		09/19/2001
(1104)	0.12	460	R	To:	65-1113						NA			NA		09/19/2001
(1104)	0.12	1100	R	From:	65-642						NA			NA		09/19/2001
				To:	65-1105											
(1105)	0.10	1800	R	From:	SR 184; 65-1112						NA			NA		09/19/2001
(1105)	0.11	610	R	To:	65-1110						NA			NA		09/19/2001
(1105)	0.54	660	R	From:	65-1103						NA			NA		09/19/2001
				To:	Dead End											
(1106)	0.13	460	R	From:	SR 184; 65-1101						NA			NA		09/20/2001
(1106)	0.06	420	R	To:	65-1102						NA			NA		09/20/2001
(1106)	0.06	410	R	From:	65-1109						NA			NA		09/20/2001
(1106)	0.12	410	R	To:	65-1113						NA			NA		09/20/2001
(1106)	0.12	430	R	From:	65-642						NA			NA		09/20/2001
				To:	65-1105											
(1107)	0.06	240	R	From:	SR 184						NA			NA		09/20/2001
(1107)	0.06	400	R	To:	65-1112						NA			NA		09/20/2001
				To:	65-1111											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Cane Charles																
(1107)	0.06	290	R	From	65-1111						NA			NA		09/20/2001
(1107)	0.07	170	R	To	65-1110						NA			NA		09/20/2001
(1107)	0.06	60	R	From	65-1104						NA			NA		09/20/2001
				To	65-1103											
(1108)	0.23	720	R	From	Dead End						NA			NA		09/20/2001
(1108)	0.32	1100	R	From	65-1116						NA			NA		09/20/2001
				To	65-642											
(1109)	0.05	380	R	From	SR 184						NA			NA		09/20/2001
(1109)	0.05	160	R	From	65-1112						NA			NA		09/20/2001
(1109)	0.03	170	R	From	65-1111						NA			NA		09/20/2001
(1109)	0.06	160	R	From	65-1104						NA			NA		09/20/2001
(1109)	0.06	160	R	From	65-1103						NA			NA		09/20/2001
(1109)				To	65-1106											
(1110)	0.06	240	R	From	SR 184						NA			NA		09/19/2001
(1110)	0.03	270	R	From	65-1107						NA			NA		09/19/2001
(1110)	0.11	80	R	From	65-1101						NA			NA		09/19/2001
(1110)	0.11	290	R	From	65-1113						NA			NA		09/19/2001
(1110)	0.11	340	R	From	65-642						NA			NA		09/19/2001
(1110)	0.09	170	R	From	65-1105						NA			NA		09/19/2001
				To	65-1114											
(1111)	0.07	300	R	From	SR 184						NA			NA		09/20/2001
(1111)	0.05	320	R	From	65-1107						NA			NA		09/20/2001
(1111)	0.17	390	R	From	65-1101						NA			NA		09/20/2001
(1111)	0.07	700	R	From	65-1109						NA			NA		09/20/2001
(1111)	0.12	680	R	From	65-1113						NA			NA		09/20/2001
(1111)	0.12	610	R	From	65-642						NA			NA		09/20/2001
				To	65-1105											
(1111)	0.10	380	R	To	65-1114						NA			NA		09/20/2001

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2Axle 3+Axle 1Trail 2Trail																
Town of Cane Charles																
(1112)	0.08	310	R	From:	SR 184						NA			NA		09/21/2001
				To:												
(1112)	0.06	360	R	From:	65-1107						NA			NA		09/21/2001
				To:												
(1112)	0.11	620	R	From:	65-1101						NA			NA		09/21/2001
				To:												
(1112)	0.06	930	R	From:	65-1102						NA			NA		09/21/2001
				To:												
(1112)	0.07	980	R	From:	65-1109						NA			NA		09/21/2001
				To:												
(1112)	0.12	1000	R	From:	65-1113						NA			NA		09/21/2001
				To:												
(1112)	0.12	1800	R	From:	65-642						NA			NA		09/21/2001
				To:												
				To:	SR 184; 65-1105											
(1113)	0.05	430	R	From:	SR 184						NA			NA		09/21/2001
				To:												
(1113)	0.05	420	R	From:	65-1112						NA			NA		09/21/2001
				To:												
(1113)	0.06	390	R	From:	65-1111						NA			NA		09/21/2001
				To:												
(1113)	0.07	470	R	From:	65-1110						NA			NA		09/21/2001
				To:												
(1113)	0.06	410	R	From:	65-1104						NA			NA		09/21/2001
				To:												
(1113)	0.05	380	R	From:	65-1103						NA			NA		09/21/2001
				To:												
(1114)	0.08	380	R	From:	SR 184						NA			NA		09/21/2001
				To:												
(1114)	0.07	200	R	From:	65-1111						NA			NA		09/21/2001
				To:												
(1115)	0.06	130	R	From:	65-1102						NA			NA		09/21/2001
				To:												
(1116)	0.08	600	R	From:	Dead End						NA			NA		09/21/2001
				To:												
(1116)	0.08	600	R	From:	Dead End						NA			NA		09/21/2001
				To:												
Northampton County																
(1120)	0.42	100	R	From:	Cul-de-Sac						NA			NA		09/25/2001
				To:												
(1122)	0.62	130	R	From:	Cul-de-Sac						NA			NA		09/25/2001
				To:												
(1123)	0.08	4	R	From:	Cul-de-Sac						NA			NA		09/25/2001
				To:												
(1124)	0.05	4	R	From:	Cul-de-Sac						NA			NA		09/25/2001
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
1130	0.70	48	R	From	65-630					NA			NA			09/21/2001
				To	Cul-de-Sac											
1134	0.97	110	R	From	Dead End					NA			NA			09/21/2001
				To	65-645											
1135	0.12	30	R	From	65-1134					NA			NA			09/21/2001
				To	Dead End											
1140	0.82	50	R	From	Cul-de-Sac					NA			NA			09/25/2001
				To	65-664											
1141	Wilsonia Drive	0.99	NA	From	65-628					NA			NA			
				To	65-1142											
1142	Wilsonia Harbor Lane	0.20	NA	From	65-1141					NA			NA			
				To	65-1143											
1143		0.07	NA	From	Dead End					NA			NA			
				To	65-1142											
1143		0.23	NA	From	65-1142					NA			NA			
				To	Dead End											
1201		0.10	160	R	From	65-603					NA			NA		09/25/2001
					To	Dead End										
1202		0.10	130	R	From	Dead End					NA			NA		09/25/2001
					To	65-1204										
1203		0.12	50	R	From	65-603					NA			NA		09/25/2001
					To	Dead End										
1204		0.10	1100	R	From	65-603					NA			NA		09/25/2001
					To	65-1202										
1204		0.20	490	R	From	65-1202					NA			NA		09/25/2001
					To	Dead End										
1210		0.29	350	R	From	65-602					NA			NA		09/25/2001
					To	65-1211										
1211		0.30	80	R	From	65-1212					NA			NA		09/25/2001
					To	65-1210										
1212		0.08	100	R	From	65-1211					NA			NA		09/25/2001
					To	Cul-de-Sac										
1230		0.20	100	R	From	65-618					NA			NA		09/25/2001
					To	Cul-de-Sac										
1231		0.02	20	R	From	65-1230					NA			NA		09/25/2001
					To	Cul-de-Sac										
Town of Cheriton																
1301		0.48	620	R	From	US 13 BUS; 65-680					NA			NA		09/27/2001
					To	65-638										

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
1302	0.30	250	R	From	65-684						NA			NA		09/27/2001
				To	65-1303											
1303	0.30	90	R	From	65-642						NA			NA		09/27/2001
				To	65-1302											
Town of Cheriton																
1304	0.25	120	R	From	65-1301						NA			NA		09/27/2001
				To	65-638											
Northampton County																
1305	0.34	30	R	From	Dead End						NA			NA		09/27/2001
				To	SCL Cheriton											
Town of Cheriton																
1305	0.06	30	R	From	SCL Cheriton						NA			NA		09/27/2001
				To	65-639											
1306	0.10	340	R	From	US 13 BUS						NA			NA		09/27/2001
				To	65-1308											
1306	0.03	110	R	From	65-1308						NA			NA		09/27/2001
				To	65-1307											
1308	0.24	200	R	From	US 13 BUS						NA			NA		09/27/2001
				To	65-1306											
1309	0.05	100	R	From	Dead End						NA			NA		09/27/2001
				To	65-1313											
1309	0.05	260	R	From	65-1313						NA			NA		09/27/2001
				To	65-1310											
1309	0.18	380	R	From	65-1310						NA			NA		09/27/2001
				To	US 13 BUS; 65-639											
1310	0.09	220	R	From	65-1309						NA			NA		09/27/2001
				To	65-1314											
1310	0.08	270	R	From	65-1314						NA			NA		09/27/2001
				To	65-680											
Northampton County																
1311	0.34	410	R	From	65-642						NA			NA		09/27/2001
				To	Dead End											
1312	0.16	110	R	From	Dead End						NA			NA		09/27/2001
				To	65-1303											
Town of Cheriton																
1313	0.08	90	R	From	65-1309						NA			NA		09/27/2001
				To	65-1314											
1314	0.05	40	R	From	65-1313						NA			NA		09/27/2001
				To	65-1310											
Northampton County																
1315	0.11	240	R	From	65-639						NA			NA		09/27/2001
				To	65-1316; 65-1317											

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2Axle 3+Axle 1Trail 2Trail																
Northampton County																
1315	0.06	47	R	From	65-1316; 65-131						NA			NA		09/27/2001
				To	Dead End											
1316	0.04	70	R	From	65-1315; 65-1317						NA			NA		09/27/2001
				To	Dead End											
1317	0.04	60	R	From	Dead End						NA			NA		09/27/2001
				To	65-1315; 65-1316											
Town of Cheriton																
1318	0.50	NA		From	65-01306(U)/						NA			NA		
				To	Shadow of:730311/											
Northampton County																
1401	0.27	220	R	From	65-627						NA			NA		09/27/2001
				To	Dead End											
1501	0.20	40	R	From	Dead End						NA			NA		09/27/2001
				To	65-1504											
1501	0.20	370	R	From	65-1504						NA			NA		09/27/2001
				To	65-622											
1502	0.20	610	R	From	65-1503						NA			NA		09/27/2001
				To	65-1504											
1502	0.15	670	R	From	65-1504						NA			NA		09/27/2001
				To	US 13											
1503	0.15	490	R	From	Dead End						NA			NA		09/27/2001
				To	65-1502											
1504	0.35	190	R	From	65-1502						NA			NA		09/27/2001
				To	65-1501											
1509	0.04	50	R	From	65-1510						NA			NA		09/26/2001
				To	Dead End											
1510	0.60	80	R	From	Dead End						NA			NA		09/26/2001
				To	65-1511											
1510	0.17	120	R	From	65-1511						NA			NA		09/26/2001
				To	65-619											
1511	0.08	20	R	From	Cul-de-Sac						NA			NA		09/27/2001
				To	65-1510											
1512	0.58	150	R	From	Cul-de-Sac						NA			NA		09/26/2001
				To	65-1519											
1512	0.56	260	R	From	65-1519						NA			NA		09/26/2001
				To	65-619											
1513	0.66	230	R	From	Cul-de-Sac						NA			NA		09/26/2001
				To	65-1512											
1514	0.16	20	R	From	Cul-de-Sac						NA			NA		09/27/2001
				To	65-619											

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
(1515)	0.09	20	R	From	Cul-de-Sac						NA		NA		09/27/2001	
				To	65-1516											
(1515)	0.06	46	R	From							NA		NA		09/27/2001	
				To	65-1517											
(1515)	0.07	140	R	From							NA		NA		09/27/2001	
				To	65-619											
(1516)	0.06	20	R	From	Cul-de-Sac						NA		NA		09/27/2001	
				To	65-1515											
(1517)	0.29	60	R	From	Cul-de-Sac						NA		NA		09/27/2001	
				To	65-1515											
(1518)	0.15	80	R	From	65-1513						NA		NA		09/26/2001	
				To	65-1512											
(1519)	0.06	7	R	From	Cul-de-Sac						NA		NA		09/26/2001	
				To	65-1512											
(1520)	0.13	30	R	From	65-1512						NA		NA		09/26/2001	
				To	Cul-de-Sac											
(1521)	0.02	40	R	From	65-1510						NA		NA		09/26/2001	
				To	Cul-de-Sac											
(1522)	0.09	80	R	From	65-1510						NA		NA		09/26/2001	
				To	65-1523											
(1523)	0.06	60	R	From	Cul-de-Sac						NA		NA		09/26/2001	
				To	65-1522											
(1524)	0.05	6	R	From	Cul-de-Sac						NA		NA		09/26/2001	
				To	65-1512											
Town of Eastville																
(1601)	0.13	120	R	From	65-631						NA		NA		09/26/2001	
				To	ECL EASTVILLE											
Northampton County																
(1602)	0.15	90	R	From	65-631						NA		NA		09/26/2001	
				To	Dead End											
Town of Eastville																
(1603)	0.20	560	R	From	SCL EASTVILLE						NA		NA		09/26/2001	
				To	65-631											
(1604)	0.08	110	R	From	WCL EASTVILLE						NA		NA		09/26/2001	
				To	US 13 BUS											
(1605)	0.38	130	R	From	65-631 EAST						NA		NA		09/26/2001	
				To	65-631 WEST											
(1606)	0.14	210	R	From	65-631						NA		NA		09/26/2001	
				To	65-631											

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
(1610)	0.15	150	R	From	Cul-de-Sac						NA			NA		09/26/2001
(1610)	0.09	380	R	From	65-1611						NA			NA		09/26/2001
				To	65-633											
(1611)	0.06	40	R	From	Cul-de-Sac						NA			NA		09/26/2001
				To	65-1610											
(1701)	0.40	210	R	From	US 13						NA			NA		09/26/2001
				To	Dead End											
(1702)	0.35	140	R	From	US 13						NA			NA		09/26/2001
				To	Dead End											
(1703)	0.25	230	R	From	US 13						NA			NA		09/26/2001
				To	Dead End											
(1801)	0.36	110	R	From	65-639						NA			NA		09/26/2001
				To	65-639											
(1802)	0.75	220	R	From	65-639						NA			NA		09/26/2001
				To	Dead End											
(1803)	0.10	220	R	From	65-639 SOUTH						NA			NA		09/26/2001
				To	65-639 NORTH											
(1901)	1.40	180	R	From	65-1904						NA			NA		09/26/2001
				To	65-645											
(1902)	0.20	50	R	From	65-1903						NA			NA		09/26/2001
				To	65-1901											
(1903)	0.30	110	R	From	65-1902						NA			NA		09/26/2001
				To	65-645											
(1904)	0.40	30	R	From	Cul-de-Sac						NA			NA		09/26/2001
				To	65-1901											
(1905)	0.62	NA		From	65-1901; 65-1904						NA			NA		
				To	Dead End											
(9290) Bus Loop Access Rd	0.20	NA		From	65-684						NA			NA		
				To	65-684											
(9291)	0.09	1400	R	From	65-627						NA			NA		09/26/2001
				To	MACHIPONGO ELEM SCH											
(9293) Bus Loop Access Rd	0.10	NA		From	65-600						NA			NA		
				To	65-600											
(9585)	0.25	850	R	From	US 13						NA			NA		09/26/2001
				To	NORTHAMPTON HS											
(9586)	0.40	620	R	From	65-627						NA			NA		09/26/2001
				To	NORTHAMPTON JR HS											

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						2Axle	3+Axle	1Trail	2Trail							
Northampton County																
				From:	65-618											
(9959)	0.11	130	R	To:	HAR VALLEY ELEM SCH						NA			NA		09/26/2001